

SPEAKEASY RAIDED.

CONSTANTI ZBKOSKI ARRESTED FOR VIOLATION OF THE EXCISE ORDINANCE.

Was Doing an Immense Sunday Business in Bottled Goods—Chief Collins and Two Policemen Surprised the Proprietor and His Friends—Zbkoski Fined Twenty Dollars.

The license ordinance of this town is being evaded in several ways, and there is an extensive traffic in intoxicating liquors carried on Sundays. In some cases places are open under the pretense of selling other things than whiskey or beer. In other cases a government license or a club charter serves as a guise to evade the law of the town.

Constanti Zbkoski of No. 49 Myrtle Avenue, in the Second Ward, has long been suspected by the police department of violating the town excise ordinance, and on Sunday evening Chief of Police Collins, accompanied by Policemen Shorter and Smith, made a raid on Zbkoski's place and caught the proprietor in the act of selling beer, and several men in the room showed that a big Sunday business had been done. On the wall of the building was displayed a government license issued to Blanche Zbkoski. The proprietor of the place and the seven men in there were taken into custody and brought to police headquarters, where Zbkoski was fined twenty dollars and the other prisoners discharged with a reprimand. Zbkoski is a Polisher, and his place is a popular resort for his many countrymen who live in the Second Ward and in Nutley. A large hall attached to his residence is used as a meeting place by several Polish societies. One of them is St. Valentine's Society of St. Valentine's Church, another a military organization, and a third a fire and drum corps. Zbkoski has been twice an applicant for a saloon, but each time his application has been defeated by the officers and members of Broughton Memorial Chapel which is near by.

It was current talk that beer was being sold at Zbkoski's, and the police only awaited a favorable opportunity to raid the place. Sunday evening afforded that opportunity, and the police decided to act. Chief Collins and Officers Shorter and Smith took up positions so that they could watch the place without exciting suspicion. While the police were in waiting, about twenty-four men went in and out of the place, all making their entrances and exits by way of the kitchen door. As soon as the Chief was satisfied that the prospects were promising for a successful raid, he gave the signal and then went into the place by way of the kitchen and hurried into the big hall and was speedily followed by Shorter and Smith. Several men in the place were in the act of drinking from bottles when the police surprised them. After making an inspection of the upper room Chief Collins descended to the cellar, where he found about fifty cases of empty beer bottles and two whiskey jugs, one of them labeled "old rye."

The evidence was complete and the proprietor and his customers were marched down Franklin Avenue to a trolley car and brought to court. The fine of twenty dollars imposed on Zbkoski was the maximum penalty of the ordinance, but is only the same as is imposed upon a licensed saloonkeeper for a minor violation of the excise ordinance. It is said to be inadequate to the gravity of the offense, and there is talk of an amendment to the ordinance making the penalty fifty dollars for the first arrest for selling liquor without license. Of the seven persons arrested in Zbkoski's place only two were Polishers.

Good and Prompt Work.
As soon as the snow ceased falling yesterday Councilman Unangst, Chairman of the Police Committee, sent a policeman around to all the business places along Glenwood Avenue and at the center and Broad Street with a request that immediate steps be taken to clean the snow from the sidewalks. The request was promptly complied with, and the walks quickly cleaned.

Still Confering.
President Francis M. Eppley of the Essex Cross Railway Company had another conference Tuesday night with the Franchise Committee of the Irvington Town Council over the terms of a street railway franchise that the company has asked the Council for. The conference was a secret one, but it is rumored that many of the differences between the provisions of the franchise asked by the company and the franchise that the Council was willing to grant were bridged over by mutual concessions, and it is anticipated that the Town Council will pass a franchise ordinance at an early date.

TERMS ACCEPTED

AS LAID DOWN BY THE ELIZABETH CITY COUNCIL TO THE ESSEX CROSS RAILWAY COMPANY.

The Company Agrees to All of the City's Demands—A New Franchise Ordinance in Preparation in East Orange—The Project Expected to Move Along Now.

After a bitter fight for many months all along the line from Bloomfield to Elizabeth, the Essex Cross Railway Company has secured one franchise ordinance, and that at the southern end of the line in the city of Elizabeth. The Elizabeth City Council, when the company applied to it for a franchise, framed an ordinance embodying the terms under which they would grant it, and gave the company thirty days to file its acceptance. President Eppley at first declared that the terms imposed were not satisfactory or equitable, and it appeared at one time as if the company would not accept them. The company waited the full limit of the thirty days before filing its acceptance of the terms, and the fact that it had done so was announced to the Council by the City Clerk on Monday night. The main provisions of the Elizabeth ordinance are as follows:

The company shall provide such rails, poles, guard wires, etc., and put them into place in such a manner as to dispose of any possible danger to passengers and pedestrians. Headlights shall be used on the cars, while the cars shall be kept properly heated and in a clean and sanitary condition.

The fare from any part of Union Avenue to the city line shall be five cents, while to Bloomfield three cents more may be charged, making eight cents in all. Transfers are to be provided for any line in Elizabeth and in all the municipalities along the route. It shall devolve upon the company to make arrangements with the companies operating trolley lines through Elizabeth to furnish transfers to the Bloomfield line, and also to accept them from the said company.

The license fees to be paid by the company to Elizabeth shall be as follows:

For the year ending 1904, \$100 per mile for track within the city limits.
For the next five years, 5 per cent. per annum of the gross receipts, although this shall not be less than at the rate of \$1,000 per year.

After 1910, 5 per cent. of the gross receipts.

The ordinance finally further provides that as soon as the underground trolley system is generally adopted it shall be incumbent upon the company, upon being directed to do so by the Elizabeth Council, to use it also.

In East Orange, where the company is likely to have its hardest fight for a franchise, progress is being made, and the Railroad and Ordinance Committee of the City Council has been directed to prepare a franchise ordinance which will express the terms and conditions under which the Council will grant a franchise. It is understood that action in the company's application for a franchise is delayed here not on the ground of opposition to the railway, but simply with a view to securing to the town terms equally as favorable as may be made between the company and other towns through which the proposed railway will run.

Another Trolley Story.
A trolley story that has just been put in circulation is to the effect that the North Jersey Traction Company has agents at work securing consent for a trolley line between this town and South Orange along some of the main streets that the Essex Cross Railway Company has named in its recent application. This trolley rumor is very likely without foundation, and is a sign sent out with a view to obstructing the Essex Cross Company's project. In East Orange the main opposition to the Essex Company's proposed line is that it cannot give transfers on the North Jersey lines.

For more than a year the Essex Cross Railway has been endeavoring to obtain a franchise from East Orange for a line through North Clinton and Amherst Streets. The North Jersey route would be more direct than this. The East Orange City Council is now considering an ordinance granting a franchise to the Essex Cross line, in which one of its provisions is a requirement that transfers shall be given on intersecting lines. The Essex Cross promoters have repeatedly declared that they cannot make any arrangement with the North Jersey for transfers, and should this provision be insisted upon the franchise, if granted, would probably be refused, although an effort is being made by the company to effect a transfer arrangement with the North Jersey.

BOARD OF TRADE

HELD ITS REGULAR QUARTERLY MEETING WEDNESDAY NIGHT.

Railroad Interests, Street Railway Service, Fire Matters and Water Supply Discussed—Officers for the ensuing year nominated—Executive Committee instructed to arrange for a banquet.

The Board of Trade held its regular quarterly meeting on Wednesday night in Essex County Building and Loan Hall. There was a fair attendance and a number of matters of public interest were discussed to a greater or less extent. The various sub-committees had but little to report. Mr. Biggart of the Membership Committee reported several applications for membership, and stated that the members of the Board were apparently not exerting themselves, as they should in the matter of securing new members.

Dr. R. W. Cornelson, Chairman of the Committee on Manufacturing, reported that he had written to the postal authorities at Washington in regard to the need of a later mail service here than is now given, and had received a reply that an inspector would be sent to investigate the matter.

Charles J. Murray of the Committee on New Industries, reported that he had received a letter inquiring if there was any vacant factory buildings obtainable in this town, and he replied that there was not.

Theodore H. Ward of the Committee on Railroad Interests, reported that the matter of a new bridge over the Erie Railroad at Williamson Avenue, referred to that committee had been reported to the Town Council, and by that body to the President of the company, and was now under consideration by the engineering department of the railroad company.

Nominations for officers of the Board for the ensuing year were made as follows: For President, Joseph F. Vogelius; Vice-President, James H. Moore; Secretary, Peter J. Quinn; Treasurer, Charles E. Underwood; Members of the Executive Committee—Wm. S. Dodd and Dr. R. W. Cornelson.

President Thomas McGowan was unanimously tendered a re-nomination to the Presidency, but declined it in advance by a resolution he made when he was elected to that office at the organization of the Board. Mr. McGowan requested the Secretary to read from the minutes of the March meeting the statement he made at that time. Mr. Quinn and Mr. Underwood both expressed a willingness to retire from official duty, but the members of the Board present would not permit it. The Executive Committee was instructed to begin preparations for the Board's annual banquet. Wm. P. Sutphen's proposed amendment to the by-laws of the Board made at a previous meeting, changing the meeting night from Wednesday to Thursday, was again brought up and adopted.

Under new business James H. Moore said he had been informed that it was the intention of the Board to take some action on the question of the poor trolley service afforded by the North Jersey Street Railway Company. The discussion that followed on this subject, and the action taken by the Board, will be found elsewhere in this paper. Wm. P. Sutphen requested that the Committee on Railroad Interests be instructed to make some inquiry about the possibility for a new station at Glenwood Avenue on the Lackawanna Railroad. Mr. Sutphen spoke of the discreditable station building now maintained by the Lackawanna, and of its injurious effects upon the town. He maintained that the company did a sufficiently profitable business here to warrant a better and more attractive station. The improvements along the Erie Railroad in this respect were a striking contrast with the Lackawanna Road and were much appreciated by the people. He understood that the question of improvements along the Lackawanna had been at different times before the Town Council, but nothing was ever accomplished. He asked if any one present could throw any light on the present stage of the proceedings. Mr. Conlan of the Town Council, said that the matter of Lackawanna improvements had not been before the Town Council since he had been a member of that body. John A. Lawrence said that when he was a member of the Township Committee the railroad company officials had proposed to the Council an elaborate scheme of improvements, including track elevation and a new station. One provision in the plan was that the town should pay one-half of the cost of the Glenwood Avenue bridge abutments and relieve the railroad company of any responsibility for land damages resulting from a change of grade on Glenwood Avenue. The matter, Mr. Lawrence said, was still pending when the Township Committee adjourned sine die to (Continued on page 4.)

BOARD OF TRADE

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make way for the Town Council. The Town Engineer, Mr. Olmsted, Mr. Lawrence said, was a prominent factor in the negotiations and was probably still holding this matter up. Mr. Olmsted arose to defend himself against that charge. The map of the proposed improvement showing the elevated tracks and a new passenger and new freight station was on file in his office, where it could be seen by any one desirous of doing so. Mr. Olmsted said it was only a question of time when the track elevation work of the Lackawanna would reach this town.

Michael N. Higgins asked if there was a Fire Committee on the list of sub-committees of the Board of Trade. Mr. Higgins made a statement about the condition of the fire houses, in which he showed there plenty of material for the Board of Trade to work on in fire matters. He contended that a closer economy had always been observed in fire matters by the local government than in any other department of the town. There is always plenty of money, Mr. Higgins said, for every other purpose but the fire department. He compared the comparative cost of the fire department of Montclair and East Orange with this town, and maintained that Bloomfield had just as efficient firemen as either of those towns, but there was a lack of public spirit in the maintenance of the department.

James H. Moore corroborated much of what Mr. Higgins had said in regard to the condition of the fire houses. John K. Conlan informed the Board of the action taken by the Town Council Monday night in regard to the fire houses. Mr. Conlan spoke as if negotiations with Thomas H. Decker for the erection of a building for the Truck Company and Phoenix Hose Company would very likely be the outcome of the present agitation over fire houses.

Secretary Quinn said that there was a member of the Board present who wanted some information about the water supply and the possibilities of a future contract.

John K. Conlan made a statement about the present status of the water supply question, but beyond a renewal from time to time of the present contract with the Orange Water Company there was nothing definite to report, and not likely to be until the Orange Water Company and the city of East Orange had settled their difficulties.

George M. Cadmus made some vigorous remarks before the Board on the subject of the water supply. Mr. Cadmus claimed that he was being overcharged for water by the Orange Water Company, and there was no redress or remedy. Mr. Cadmus roundly denounced the water company and its methods. He said that, sympathizing as he had consulted legal counsel about the matter and had been told that the water company had the best end of the contract, Mr. Cadmus said he would rather see the town taken into Newark than the present method of water supply continued. He never was an annexationist, he said, but if there was no other way of getting more satisfactory water contract, he would favor that course.

Before the meeting adjourned Wm. S. Dodd, Chairman of the Executive Committee, arose and, alluding to Mr. McGowan's declination of the Presidency of the Board, said that it was due to the part of the members to give the retiring President a vote of thanks for his services. The suggestion met with a ready response and enthusiasm, and an unanimous vote of thanks was tendered Mr. McGowan. The latter responded with words of deep appreciation of the kind sentiment expressed towards him and assured the members that his active personal interest in the Board would not be diminished in the least.

TOWN COUNCIL.

Private Sewer Deeded to the Town—Progress Report on Essex Cross Railway Franchise—Cleaning Snow from Sidewalks—Bids Ordered Advertised for Firemen—Resignation of Other Public Matters.

At a regular session of the Town Council held Monday night Councilman Conlan of the Sewer Committee submitted the deed to the town of the private sewer built by Ezra Olson at his own expense in Clearfield Avenue. The deed was accepted and ordered filed.

Councilman Moore of the Franchise Committee made the usual progress report on the franchise application of the Essex Cross Railway Company, and further action in the matter was deferred until Monday evening, January 6.

As Chairman of the Sidewalk Committee Councilman Moore asked for the co-operation of the Police Department in enforcing the ordinance requiring snow and ice cleaned from the sidewalks.

Councilman Unangst of the Police Committee said that he had issued instructions to the policemen immediately after the first fall of snow of the season, and storekeepers and householders were personally notified.

Mr. Moore said that an apprehension on the part of property-owners to conclude that the plowing of the public snowplough through the streets met the requirements of the ordinance. The snowplough simply opened a way through the snow, and it was expected that a private use of a shovel would follow in the wake of the plough.

Alluding to the use of the public snowplough Councilman Harrison of the Second Ward said that he had a complaint from residents of Plane Street that the snowplough operator in that part of the town had not been through Plane Street at all, but had kindly ploughed a path to a saloon in Franklin township. Superintendent of Public Works Harry Cooper said that the Plane Street complaint had been attended to.

First Assistant Chief Engineer Herman Eichhorn was on hand with a complaint that the snowplough operator in his district had ploughed a path on the Democratic side of Lake Street, but did not touch the Republican side of the street.

On motion of Councilman Conlan of the Road Committee the Clerk was instructed to advertise for bids for the work of opening and widening Walnut Street extension, Jerome Place and Delaware Avenue, and the Charles Street sewer.

On motion of Councilman Farrand of the Maps and Surveys Committee the Board of Assessors was requested to endeavor to ascertain from the Erie Railway Company the ownership of certain lands near the railroad in John Street.

The application of George Jacobus for an exempt firemen's certificate was granted. The resignation of Hubert J. Ashley from active membership in Phoenix Hose Company was received and accepted. Mr. Ashley was one of the charter members of Phoenix Company and has always taken an active interest in fire department affairs.

Mr. Davis of the Newark city water department was again present with maps and other data relative to the water main the city desires to lay along Bloomfield Avenue. No public action was taken in the matter by the Council. The greater part of the time of the Council was taken up in the discussion of the fire-house subject and street improvement matters.